

ATO-Office of Safety Services: Runway Safety and Operational Services

Dave Kurner – Chris Diggons
Western-Pacific Region 1st Annual Airport Conference
June 3, 2005



OVERVIEW

- Definition Review
 - Surface Incident - Classification by Cause
 - RI / Non-RI
 - Collision Risk Category
- Runway Safety Status and Trends:
- Local Runway Safety Action Team (**LRSAT**)
 - WHAT is it? WHO is it? WHAT can it do for you?
- Runway Safety Action Plan (**RSAP**)
 - How to make it work for you



RUNWAY INCURSION CATEGORIES

PILOT DEVIATIONS – A Violation of Federal Air Regulations by a Pilot

OPERATIONAL ERRORS/DEVIATIONS – The failure of an Air Traffic Controller to follow procedures resulting in a loss of separation or instructing an aircraft to take off or land on a closed runway

VEHICLE/PEDESTRIAN DEVIATIONS – Any unauthorized entry to an Airport Movement Area by a Vehicle, Pedestrian, or Object or failure to follow procedures and/or Air Traffic instruction

COLLISION RISK CATEGORIES

A B C D

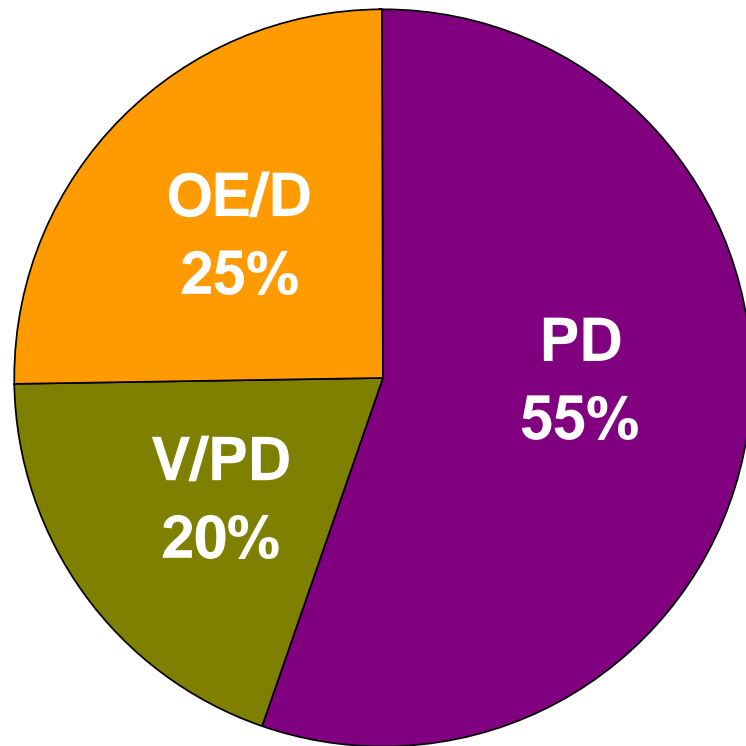


Runway Safety Status & Trends

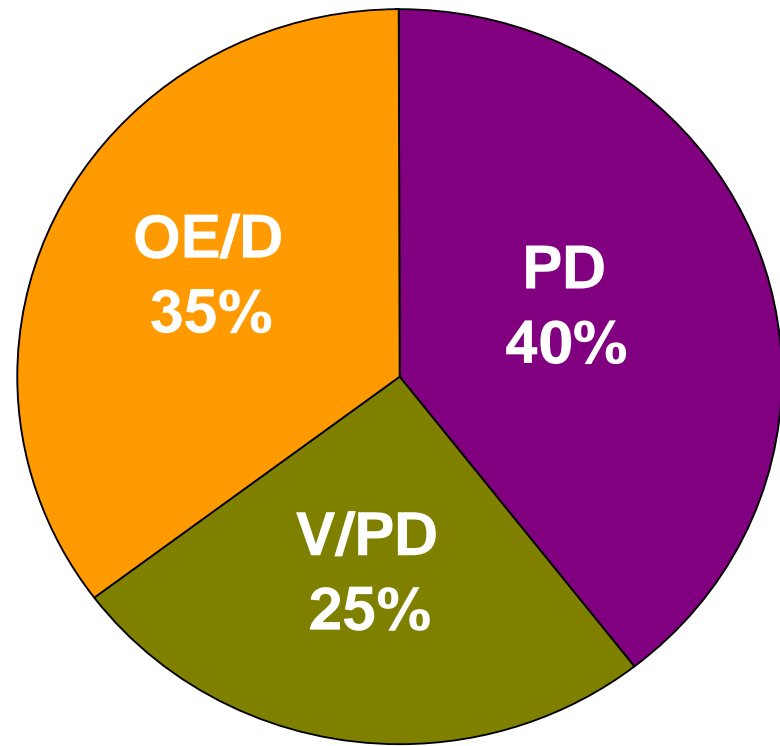
- **Western-Pacific Region**
 - AWP has **15 less Runway Incursions** this year than last year to date.
 - Operational Errors are UP
 - Pilot Deviations are down
 - Vehicle Pedestrian Deviations slightly up
- **AWP has had 1 collision risk Category A and 3 collision risk category B Runway Incursions in FY 05**
- **The Pacific Region has had only ONE Runway Incursion in the past 12 months**



Distribution by Type of Runway Incursions



FY 2001-2004



FY 2005 YTD (01/04/05)

Aviation Safety System Interdependence

- Continuous Emphasis of Responsibility to recognize errors and correct those errors before they progress to Incidents or Accidents (Reduce the Risk of Runway Incursions – FAA Flight Plan Goal) by:
 - Airport Traffic Control Tower
 - Pilots
 - Airport Operations
 - Vehicle Drivers and Pedestrians who use or have access to the Airport Movement Area
 - Emergency Responders
 - Error in any one of these groups must be recognized and mitigated either by the person committing the error or someone in one or more of the other groups



LOCAL RUNWAY SAFETY ACTION TEAM (LRSAT)

- The Local RSAT is chaired by the senior FAA person on site.
- The LRSAT should be composed of the Airport Traffic Control Manager, the Airport Manager and Operations Department at a minimum, and FAA Airports, Flight Standards, Technical Services (AF), airport users, tenants, pilot groups, air carrier representatives, and others as necessary.
- The LRSAT should meet on a regular basis and discuss surface safety concerns in an open and communicative environment.



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ADMINISTRATION

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- The LRSAT may create Action Items to address surface safety concerns. These Action Items should include the recommended action with an Estimated Completion Date (ECD), the Person responsible for implementing the Action Item, and contact information for the person responsible for the action Item.
- The LRSAT coordinates the action item, solicits comment, and submits the LRSAT Action Item to the Regional Runway Safety and Operational Services Program (AWP-1R) at the Regional Headquarters in Los Angeles, CA.

LOCAL RUNWAY SAFETY ACTION TEAM (LRSAT)



- AWP-1R will circulate the LRSAT Action Items among the FAA Lines of Business for comment in a draft format. Once coordination is complete, the new draft will be returned to LRSAT for approval and entered in the National Data Base, and it will become part of the Runway Safety Action Plan (RSAP) for the Airport/Facility.
- Once the RSAP (Action Items) are in the data base, the ECD will be monitored and the Action Item will be tracked until it is “Complete”, “Closed” (no longer feasible), or remains “Open” with a new ECD.

SURFACE SAFETY CONSIDERATIONS

- ▶ Up-to-date Accurate Airport Diagrams
- ▶ Probable or Standard Taxi Routes on Movement Area
- ▶ Reported Airport Surface Incidents/Runway Incursions – Locations/High Aircraft Energy Intersections
- ▶ Review of Signs, Lighting and Marking
- ▶ Areas on the Movement Area that require extra attention from the Airport Traffic Control Tower
- ▶ **Complacency** – “You’ve been GOOD so long, you forget to do all the things that made you good!”



RSAP

Runway Safety Action Plan

- **A Surface Safety Plan developed by the FAA, the State, Airport Authority, Airport Operations, and the Tenants, Users and Pilots.**
- **The RSAP is the FOCUS and OBJECTIVE of the RSAT and LRSAT, and must be reviewed, revised, and evaluated for effectiveness on a regular basis to continuously recognize and correct surface safety issues BEFORE they become Surface Incidents – THUS “REDUCING THE RISK OF RUNWAY INCURSIONS”**



Runway Safety and Operational Services
Advisory Circular 120-74
Change AC 120-74A / 91-73
09/26/03

- Use of **Exterior Aircraft Lights** to make aircraft more conspicuous: (continued):
 - **Takeoff.** Turn on **Landing lights** when takeoff clearance is received , or when commencing takeoff roll at an airport without an operating tower.

Note: The SOP of turning on landing lights when takeoff clearance is received is a signal to other pilots, ATC, and ground personnel that the aircraft is moving down the runway for takeoff.



Runway Safety & Operational Services

Runway Safety Action Plan (RSAP) Data Base





5/30/2005

Open

Action Item: Recommend XXX Airport and Air Traffic review the airport diagram, make appropriate corrections and submit for publication.

Sample

Remarks: Request XXX provide AWP-1R a copy of the current airport diagram in electronic form.

- **Responsible Local Entity**
 - XXX Airport Manager
 - **Responsible FAA Regional Entity**
 - AWP-1R Runway Safety Program
- | |
|---------------------------|
| <u>Contact</u> |
| I. M. Manager |
|
<u>Contact</u> |
| Chris Diggins |



Sample

Action Item Number:

XXX-05-002

Expected Completion Date:

5/30/2005

Status:

Open

Action Item: Recommend XXX Airport and Air Traffic consider developing an alternate taxi route used for repositioning aircraft that does not cross the high-energy segment of the runways. One option would be to use Taxiways C and B, crossing the approach end of Runway 29R.



Sample

Remarks: The high-energy segment of the runway is defined as the middle third of the runway, where an aircraft is at a speed too slow to fly but too fast to stop or maneuver in any way other than proceeding straight ahead without catastrophic results.

Responsible Local Entity

Airport Operations Manager
Air Traffic Manager

Contact

I. M. Airport
I. M. Controller

Responsible FAA Regional Entity

AWP Airports Division Airport Engineer

Contact

I. M. Engineer





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